

## Appendix

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## **A. Relationship to the County General Plan**

The South County Area Plan calls for preparing a design plan and various improvements for the Central Business District as noted below:

*“A design plan should be prepared to guide development, to have consistent quality in architectural character, well-designed and landscaped parking areas, and attractive signing.” (p. 4-35)*

*“The Planning Department should work with the community to prepare a design plan for the central business district and the community. For the CBD, the design plan should include policies on: desired area character, setbacks, architecture, local street circulation, public open spaces, parking, street furniture, landscaping, and proposed methods of implementing the recommendations of the plan.” (p. 4-40, Nipomo Urban Area Programs)*

*“The County should seek and obtain funding for street landscaping that can be installed with planned street improvements or separately. Street trees, landscaped center medians, special lighting, and street furniture should be included.” (Pp. 5-23, E. 5)*

*“The Engineering (Public Works) Department should work with property owners to establish one or more improvement districts to install adequate street improvement including curbs, gutters, sidewalks, multi-use paths, street lighting and landscaping according to available design option.” (p. 5-23, Street Improvements).*

### **Other Agency Involvement**

A variety of agencies and committees worked together to create the design plan to achieve a plan that incorporates all possible avenues of information. Other agencies involved include, but are not limited to:

- |                                      |                                              |
|--------------------------------------|----------------------------------------------|
| 1. Department of Planning & Building | 5. Nipomo Community Advisory Council (NCAC)  |
| 2. Public Works (Engineering)        | 6. Nipomo Community Services District (NCSD) |
| 3. General Services                  | 7. Caltrans                                  |
| 4. County Counsel                    |                                              |

## ***B. Planning Process***

### **Steering Committee Formation**

A partnership was formed between the San Luis Obispo County Department of Planning and Building and interested community members to create a vision for the West Tefft Street area. A Design Plan Committee was appointed from a list of nominees by the Nipomo Advisory Council to be the key participants to guide the process. A listing of members in the Steering Committee can be found on the Credits page at the front of this document.

### **Scope of Work**

A scope of work was agreed upon which described the process, purpose, and intent of the design plan for the area. The major project components were identified as shown below, with the completed items checked:

- ◆ An analysis of existing natural and built features,
- ◆ Opportunities and constraints for new development,
- ◆ The importance of pedestrian access and safety,
- ◆ Standards for new development and multi-family development,
- ◆ Implementation projects and possible funding sources as well as investment opportunities.

### **☒ Authorization by Board of Supervisors**

The project and scope of work was presented to the San Luis Obispo County Board of Supervisors who approved the plan to be a proposal to change the South County Area Plan, a section of the County General Plan and add zoning standards for the area.

### **☒ Preliminary Data Collection**

Planning staff conducted site inventories through on-site surveys, photographs, and researching planning documents for all relevant information pertaining to the site. Mapping of the area was also done to gain a better understanding of existing land uses and densities.

### **☒ Committee Meetings and Publicity**

Continued meetings between the Steering Committee and Planning Staff were held to determine the boundaries of the actual study area, agenda for the community workshop, and other project details. The group then focused on publicizing the upcoming workshop through the use of newsletters and word of mouth.

### **☒ Public Workshop**

A community workshop was held on January 29, 2003 in the Multi-Purpose Room of Nipomo High School and all interested community members were invited to take part. Sixty-one residents attended to participate in a variety of

activities ranging from visual preference surveys, questionnaires, land use preference surveys, and overlay sheet exercises. A detailed report of the workshop results was recorded in a summary report available from the Department of Planning and Building.

☒ **Public Review Draft Design Plan**

The Department of Planning and Building drafted the design plan for public review by the Design Committee, the general public and the Nipomo Community Advisory Council and for an environmental determination.

☐ **Hearing Draft Design Plan**

After review and recommendations by the Nipomo Community Advisory Council, the Department of Planning and Building prepared a Hearing Draft plan in response to the NCAC and the environmental determination, for a public hearing at the Planning Commission.

☐ **Recommendation to Board of Supervisors**

The Planning Commission-recommended draft plan was forwarded to the Board of Supervisors to hear comments on the Planning Commission recommendation and make a final decision.

☐ **Implementation**

Proposed projects within the study area would need to obtain a minor use permit and comply with this Design Plan. Public Works and street enhancement projects would need to strive to meet the planning suggestions. Policy recommendations and monitored development along the corridor will guarantee the desired results of this plan.

## **C. Glossary**

### **Average Daily Traffic (ADT)**

The total bi-directional volume of traffic passing through a given area during a given time period, divided by the number of days in that time period.

### **Circulation**

The transportation methods and intensity of each type for a given area. Includes pedestrian, vehicular, public transit, and bicycle usage.

### **Crosswalk**

The portion of a roadway where pedestrians are permitted to cross the street; may be marked or unmarked.

### **Design**

The physical layout of a community, including site planning and urban design.

### **Design Review**

The process by which a decision making body considers a project's consistency with the design standards and standards established for new development.

### **Economic Development**

The task of fueling general economic growth, often by encouraging certain types of jobs and businesses targeted to the needs of the community and its labor force.

### **Element (in general plan)**

A chapter or section of the local general plan which addresses a specific topic and creates public policies and programs about that topic. California Planning Law instructs that each city and county prepare and adopt a general plan containing at least seven specified elements (land use, circulation, open space, conservation, noise, safety, and housing).

### **Frontage**

The narrowest edge of a property at the property line abutting a street or public right-of-way.

### **Gateway**

The main entrance point to a distinct area of a community which should have defining elements such as a sign, lighting, planting, or special sidewalk paving to welcome visitors to the area.

### **Hardscape**

Development elements such as concrete, asphalt and buildings where landscaping is not present

### **Human Scale**

The size or proportion of a building element or space, or article of furniture, relative to the dimensions of the human body. Things such as benches, shade trees, and other elements that are inviting to a pedestrian. Development that is *not* human scale would include unusually large buildings, very tall trees, and no street furniture.

### **Landscaping**

Land developed with plants and natural elements such as rocks or wood

### **Mass**

A building's general form or bulk, and its inclusion of elements such as towers or other prominent features.

### **Median**

An island in the center of a road that can provide pedestrians with a place of refuge and reduce the crossing distance of the road.

### **Mixed Use**

A mixture of land uses, such as retail, residential, and office, in close proximity to each other in a single building or development project. Mixed

use include both *Vertical Mixed Use*, in which various land uses occur one above the other in a single building (i.e. commercial on the first floor, residential on the second), and *Horizontal Mixed Use*, in which mixed uses occur in several buildings next to each other (i.e. corner market in a residential neighborhood).

**Paseo**

A decorative walkway.

**Pedestrian**

A person traveling on foot; a walker.

**Pedestrian Oriented Design**

The design of communities, neighborhoods, streetscapes, sites, and buildings that emphasizes pedestrian access, comfort, and visual interest.

**Planning**

The process by which public agencies, mostly local governments, determine the intensity and geographical arrangements of various land uses in a community.

**Public Spaces**

Any gathering space that any person in the community both visiting and resident, can use. Parks and plazas are examples.

**Sense of Place**

A well-coordinated area of town that has a distinct feel signifying to the visitor that they are in a specific place. Antithesis to the “Anytown, USA” feel that suburban sprawl perpetuates.

**Setback**

The amount of space between a building, other buildings, and the street. Also referred to as the building envelope.

**Softscape**

Landscape elements that help to detract from the harshness of concrete

and buildings. Trees, bushes, planters, and lawns are good examples.

**Streetscape**

The way a street looks as a whole, including trees, landscaping, buildings, sidewalks, medians, etc.

**Zoning**

The division of a city into districts and the application of different regulations for each district.

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